





## INTIMATION.

A. S. WATSON &amp; CO., LIMITED

## VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

## SEED LISTS

with HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER only, and the remainder of the package secured from damp, and kept in a dry place for repeat sowings.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot. Plants and for use in the Garden generally.

It supplies natural nutriment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each, \$1.75. 25 lbs. each, \$3.40.

Directions for use are given on the Label.

## BARNARD'S "NEW FABRI" LAWN MOWERS

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON &amp; CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 12th August, 1896.

[20]

NOTICE TO CORRESPONDENTS.

Only communications relating to the columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Daily supplied for Cash.

Telephone Address: PRESS, 11. Telephone No. 12.

BIRTH.

On the 19th October, at Manila, the wife of EDWIN SCOTT, of a son.

[2235]

## The Daily Press.

HONGKONG, OCTOBER 27th, 1896.

THE Japanese, in their recent war with China, never made the mistake of underestimating the enemy or of incurring foolhardy risks. The consequence was a series of brilliant successes culminating in complete victory. To those who had studied the military systems of the two countries the result of the war was no surprise, but to many who carried in their memory the doubtful success of the French in the war of 1895 and the spirit of patriotism which at that time seemed to arise in China, and who had not looked beneath the surface for an explanation thereof, the speedy and utter collapse of China in the recent war, in spite of her vast reserves of men and great wealth, seemed almost inexplicable. In the intervening nine years there had been no retrogression in China, the country had simply remained stationary, and what it was in 1885 it was in 1894. The explanation of the French failure is to be found in the mistakes of the French, not in the skill or bravery of the Chinese. Mr. FERRY did not venture to ask the French Parliament to authorize a declaration of war, but tried to carry on hostilities under the name of reprisals, with insufficient funds and insufficient forces. He affected to treat China as a *quasi* negligible, but even the weakest enemy may inflict some injury if prudence be altogether thrown to the winds in dealing with him. One of the most prominent events of the Franco-Chinese war, and one which made a profound impression throughout the world, was the so-called retaking of Langson by the Chinese. As a matter of fact the French evacuated the place and when the Chinese came up two days later and found it deserted no one could have been more surprised than themselves at such a cheaply earned success. On the 13th February, 1885, General Nioxerke had taken Langson and thereby opened the way to China for the French army and made the invaders masters of Tonkin. But there he was left, with no adequate arrangements for the maintenance and supply of munitions. Seeing that matters could not safely be allowed to go on in this way he requested instructions and proposed to abandon the town, destroyed the forts and the *maisons* captured from the enemy. Mr. FERRY telegraphed that negotiations had been opened and it was necessary to strike a heavy blow to decide the Chinese. General Nioxerke therefore had to achieve a victory cost what it might. He accordingly made a brilliant rush to the "Gate of China," on the Kwangsi frontier. His little army numbered between three and four thousand, while the Chinese forces in the neighbourhood were estimated at some seventy thousand and were all the time increasing in number. On the 24th March, after a bloody battle, the French abandoned the Gate of China, leaving 88 killed on the field of battle

and carrying away 195 wounded. The Chinese of course had suffered terribly, but the loss of a few thousand men to them was a small matter. The French, however, and the Chinese, advanced on Kilun. The abandonment of the "Gate of China" was the direct consequence of the failure of supplies; these had already been difficult to keep up at Langson; what could be expected at Kilun? To remain inactive would be to allow the Chinese to fortify themselves. General Nioxerke, gathering together all his forces, gave them battle after battle, inflicting on them such losses as threw them into the greatest alarm and made them think they had to deal with an enemy much more numerous. On the 23rd March, the right wing of the Chinese, having been defeated in an engagement in the morning, retreated. This was the fatal day. While the Chinese were put to flight on one side enormous numbers approached from the opposite direction. But the General was on the watch and anticipated their attack would be similar to the former. The Chinese actually engaged were set down at 20,000, but after three hours they were unable to force the French lines. At this crisis the General was wounded and he handed over the command to Lieutenant-Colonel HENRIQUE. The situation was grave and momentarily becoming more critical, when Colonel HENRIQUE was informed that there remained only 40,200 cartridges, or about seven shots per man. To remain at Kilun would be to expose the force to a siege in the fort, and if the promised munitions were awaited when would they arrive and would the convoy be safe? The same questions presented themselves with regard to the supply of provisions. It was therefore decided to retreat. It was half-past six when the order was given. The troops were to fall back on Langson and abandon the town during the night. There was no reason for the precipitate abandonment of Langson, for the Chinese were themselves in retreat, but Colonel HENRIQUE lost his head, and the evacuation was hurriedly effected, the treasury chest, containing 530,000 francs, being emptied into the river to save its carriage, the artillery being similarly disposed of. Some of the men who were drunk remained behind for twenty-four hours and saw nothing of the enemy up to the time of their leaving, but in course of time the Chinese hearing of the evacuation quietly walked in and so achieved "the recapture of Langson." The above particulars are taken from the accounts published in our columns at the time. In the late war the Japanese were blamed by some critics for over caution; in the Franco-Chinese war the French suffered for their recklessness. The Japanese were more completely successful than the French because they approached the task they had in mind with greater seriousness of purpose. The lesson is obvious: China is at the mercy of any military power that chooses to attack her, but the attacking party cannot afford to disregard the ordinary precautions of war.

The dances at the Ladies' Recreation Club will take place on the 31st inst., commencing at 9.30.

There were 2,003 visitors to the City Hall Museum last week, of whom 173 were Europeans.

The Institution of Engineers and Shipbuilders will give another smoking concert on Saturday next.

The D. D. R. steamer *Formosa* from Hamburg, left Singapore for this port on the 27th inst., and may be expected here on or about the 2nd November.

Sir Nicholas O'Connor, we learn from the *N. C. Daily News*, proposes to leave Shanghai for Europe on the 18th of November.

Beardley will probably be *Chargé d'Affaires* at Peking at least until next spring.

The *Shanghai* correspondent of the *Shanghai* and *London* papers states that all the Roman Catholic Churches which were destroyed by the mobs during the riot are now being rebuilt.

The local officials have posted up several proclamations forbidding people from collecting near there.

The prospectus has been issued at Shanghai of another cotton mill, the *Soy Chee Cotton Spinning Co., Limited*, to be registered under the Companies Act of 1863.

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## NOTICE TO CONSIGNEES

NORDDUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above-named steamer having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai under notice to the contrary given to-day before Noon.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on Monday, the 28th October, at 8 p.m.

All claims must reach us before the 30th October, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, 22nd October, 1896. [17]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 25th inst. will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai.

Consignees of cargo from SINGAPORE are requested to take IMMEDIATE delivery of their Goods from alongside; each cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, BROS. & CO., Agents.

Hongkong, 23rd October, 1896. [2196]

## TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO. S.S.

FROM MANCHESTER AND LIVERPOOL.

SHIPPING Orders must be obtained from the Undersecretary of the Company at the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, before the 25th inst. for shipment on steamer "ULYSSES".

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1896. [2195]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. "BELGIC"

A PORTION of this Vessel's Cargo having arrived, ex G.A.S. 3101, it has been landed into the Company's Godown at Wanchai and Consignees are hereby notified to take immediate delivery.

A GENERAL AVERAGE BOND must be signed and a deposit of 25% made on the value of the cargo previous to consignments of Bills of Lading.

The Average Bond is lying at the Company's Office for signature.

J. S. VAN BUREN, Agent.

Hongkong, 25th October, 1896. [2223]

## THE "JAPAN" LINE OF STEAMSHIPS.

NOTICE TO CONSIGNEES.

STEAMSHIP "REPTON"

FROM MIDDLESBRO, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undischarged after the 2nd November will be subject to suit.

All Claims against the Steamer must be presented to the Undersecretary of the Company at the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, before the 4th November, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st November, at 5 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, 28th October, 1896. [2229]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 28th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, BROS. & CO., Agents.

Hongkong, 24th October, 1896. [2196]

## "GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENLEARN"

Captain Murray, will be despatched as above TO-DAY, the 28th inst., at 2 p.m., instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 17th October, 1896. [2254]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (Direct).

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHANG, HANKOW, and Peking via YANZOUZ).

THE Company's Steamship

"CHOYSANG"

Captain Tampion, will be despatched as above TO-DAY, the 28th inst., at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th October, 1896. [2253]

## FOR CHEFOO AND TIENTSIN.

THE Steamship

"FUPING"

Captain Lehmann, will be despatched for the above ports TO-DAY, the 28th inst., at 5 p.m.

For Freight or Passage, apply to CALLOWITZ & CO., Agents.

Hongkong, 22nd October, 1896. [2195]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PRILAM"

Captain C. Jackson, will be despatched as above TO-DAY, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1896. [2027]

## THE "JAPAN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"REPTON"

Captain G. H. Hume, will leave here for the above ports and will have quick despatch.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 21st October, 1896. [2182]

## VESSELS ON THE BERTH

FOR KOBE AND YOKOHAMA.

THE Steamship

"HENGLOE"

Captain Thompson, will be despatched TO-DAY, the 28th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1896. [2177]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, en route to Sydney and Melbourne.)

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1896. [2189]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MASSILLON, LONDON, HAVRE, AND BORDEAUX.

POINTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 30th October, 1896, at Noon, the Company's Steamship "OCEANIC," Commandant Schmitt, will leave this Port for the above places.

Cargo and Species will be registered for London or elsewhere for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th inst. (Cargoes are to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required. For further Particulars, apply to the Company's Office.

C. TOURNAIRE, Acting Agent.

Hongkong, 17th October, 1896. [2194]

## FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient inducement offered.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"KRIEMHILD"

Captain Th. Ferk, will be despatched for the above ports TO-MORROW, the 30th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SHIMMSEN & CO., Agents.

Hongkong, 22nd October, 1896. [2186]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Nov. 5, 1896, at Noon.

DELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Dec. 7, 1896, at Noon.

GOETIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Dec. 25, 1896, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point at rate.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This privilege does not apply to through fares from China and Japan to Europe.

All PARCELS should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th October, 1896. [19]

## FOR NEW YORK.

THE 3/3 A.I. American Ship

"SAINT JAMES"

Bandford, Master, will leave here for the above port and will have quick despatch.

For Freight, apply to CALLOWITZ & CO., Agents.

Hongkong, 17th October, 1896. [2197]

## FOR NEW YORK.

THE 3/3 A.I. American Ship

"WANDERING JEW"

Captain Nichols, will leave here for the above port and will have quick despatch.

For Freight, apply to SHIMMSEN & CO., Agents.

Hongkong, 6th September, 1896. [1069]

## VESSELS ADVERTISED AS LOADING.

DESTINATION

VESSEL'S NAME

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## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHINGWU"

Captain R. Innes, will be despatched on FRIDAY, the 1st November, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, and to the fact that it is fitted with the latest and most powerful engines.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried, and the vessel is fitted through with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1896. [2173]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Company's Steamship

"TIGRIS"

Captain J. Kynoch, will be despatched as above on FRIDAY, the 1st November.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th October, 1896. [2222]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MELBA"

Captain Towell, will be despatched as above on TUESDAY, the 6th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1896. [2160]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN"

Captain R. Nelson, will be despatched on FRIDAY, the 8th November, at 5 p.m.